

0417

RELIVE REPORT MAY 26-2002

MAY - MAY

To. Chief Engineer Steinar Sjøhaug
From. Chief Engineer Bjarne Kleven

Welcome Back Steinar.

Well as you will see we have had a very busy contract this time.

ENGINEER ROOM.

Boiler's.

→ The first week after you left for vacation we observed leak tubes on the secondary superheater boiler # 21, this was plugged and no more leaks have occurred since then on that boiler.

→ We continued to plug the secondary superheater on boiler # 24 and managed to get it on line on April 08, 32 tubes were plugged and 14 old plugs were welded. The boiler was on line until May 15. We managed to run it on approx 3.8 in fuel flow. Approx 23% of the superheater was plugged. Chiba Engineering arrived on May 19 and started to cut down the secondary superheater and the tree upper rows of tubes on the "Green" Economizer. The plan is to see how it goes with changing the tubes on the economizer and then order for the other tree and change them during service (less to do next docking)

→ The new Superheater tubes are arriving June 09.

→ Boiler # 21-22-23 have been cleaned and the brickwork have been repaired on all tree boiler's. New anchor and stone's for the Boiler front have been ordered.

The leather for the flaps on the boiler fan's was re-ordered, it have arrived and we have started to renew the leather on the flap's, the toolstorekeeper is doing this.

Some of the valves on boiler # 24 is marked and need to be opened for inspection, take picture of these and have the available for the class, the boiler will be classed by the surveyor after we are finished with the retubing, Kringstad will tell you about this.

The crew from Chiba Engineering will also do some repair on the boiler casing on Boiler # 24, as you know we have been doing some cementing there.

Main Engine's/Condenser's.

→ Last week we closed down s/b condenser and cleaned it. No new leak's have been observed on the main condenser's.

The observation covers on port/SB have been opened and the crack's have been inspected by the Class, still Ok.

The maneuvering valve on port Main Engine have been adjusted, this need to be opened and checked by Skjonhaug, he know about this. The Idling on both engines is now working.

Mak Diesel Engine's

We have had a lot of problem's there, first with the Camshaft's on the Big Mak, then turbocharger on the Big Mak. The turbocharger we got from Germany was wrong and the rotor is ashore with Golten to install a new Compressor wheel, no spare rotor is onboard at

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LTSG, USC6, IO
1 P. 2 OF 8

E-0195

this time, should be here in a couple of weeks. The other rotor was damaged and this one is at Norse Diesel to be rebuilt.

On the Small Mak it have been something nearly every day, at the moment we have no more bearing's for the holseth Turbocharger, they are on order and will hopefully be here soon, we have started to overhaul all the Pistons on Mak # 14, unfortunately we do not have bearing for the Turbo on this engine, so we can not run it before new bearing's are here. The upper ring on the piston for the Mak 14 seems to be wear a lot on all pistons, they are all over the limit, new crown's are on order, I suggest that we send ashore the old ones and get them oversized with new piston rings.

A service representative from Alfa Laval is coming onboard June 02 to conduct some training and to service all our separators for the Mak Engines.

Henning Rognlie is in charge on the Diesel Engines and he is doing a Excellent job there, he have Bernal, Tamboon and Ricablanca with him and they seems to be a good team.

Evaporator's.

Evaporator # 21 and 22 have been well taken Care of by Sandvik and have been running good the whole contract.

On the two new evaporator's forward it is a different story, we just received the last spareparts last week and the Electricians are in progress of installing this. We have been running Seawater on # 12 and we found a lot of leak pipes there, no god job was done by the Yard when they installed it, so the repairmen have been revelding pipes on it, ask Sandvik about this. On eva # 11 we have continued with the piping but there is still a lot of work there to be done.

Marinfloc, Oily water separator's.

The mid marinfloc have now been running for a few weeks, some wery bad water have been running trough it and you will see the result of this.

All the Blackboxes and other measuring point's was calibrated and checked by Total Marine Solution's Rep. Marko Soon. Settling tk # 6.11 was emptied and cleaned a few weeks ago. At the moment it seems that Jacob is able to handle the bilge water ok.

Some spareparts for the new marinfloc is on order.

The two bilge separator's is working fine.

Turbogenerator's.

The coupling on Tg 21 broke two weeks ago, tree of the bolts was gone, we observed some extreme vibration and stopped it emediatly, new bolts was installed and the Tg is running fine again. Brandal is in progress of installing a new oil cooler for Tg # 11. Otherwise all the generator's have been running fine.

Engineroom in general.

More cleaning on tanktop's are needed, lack of manpower is the reason that we have not been able to start the chipping and painting there. It have been agreed with Kringstad and Andersen that we shall get a gang of 16 extra people to start doing cleaning and painting in the engineroom, I have looked on the cabin situation and we should be able to make space if we move a little around on people. We are in progress of making two new cabin's

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p. 2 of 8

on B-deck of the old loundrettes, one aft for Engine department and one forward for deck department, Havaas and Sokolowski are on top of this.

Brandal are in progress of making a new line for suction on fuel tk 4.13 so we can use fuel separator no. 11 for round separating on that tank and use no 13 for separating to the day tk.

The fuel bunkering lines have been pressure tested, one gasket have been replaced on the lines, the pressure was rised to 6.2 bar and the working pressure is 3.1 bar.

Brandal and his people have started to wash and clean as much as possible on the tanktops etc. before the coastguard drill next week.

New tubes for the Preheater for the L.P.S.G is on order from Intec, they will retube the old one for us, it is now disconnected with a by pass.

Amos-D

All the Amos jobs should be updated, check with Havaas. We have tried to come on top of this and not have any overdued job's. I print out a list every week to see if there is any job's that have been overdued and try to keep the overdued job's to a minimum.

If there is any overdued job's we have to inform the Captain and Kringstad, with an explanation why it is overdue.

Truster's/Steering gear.

All trusters are working fine, exsept that we have seen that no 2 have tripped a few times, this is most likely because of to high load from the bridge.

The steering gear's are working fine, I finally got it explained for Peter Randall that the Emergency steering is only by the Wheel and not by the Pushbuttons on the servo unit's.

We have been down a few times on the cofferdam for the rudderstock to tight up the gland. There is still some tightening to do left.

Class.

→ Hofseth from Burau Veritas was onboard for the Annual survey from 12 to 19 of May. We have one outstanding item, The bulkhead valve on the suction line for the forepeak need to be checked/changed, we where planning to do it this week but did not have time. Olympio and the Staff Capt. know about this.

Havaas will update you on all the other item's that we had to deal with that week

All the watertight doors was cleaned and checked, some adjustment's was also done.

All the sewage valves was tested, some of them did not indicate, this is now fixed, the engineer in charge need to test these valves atleast twice a month so we are sure that they are working. We have ordered some more hydraulic pipes and fitting's for the hydraulic valves on the sewage system, there is some bad piping that need to be changed.

U.S.C.G.

We have tested watertight doors, firepumps, steering gear, sewage valves, heeling valves, shut off valves. To be sure that everything is working well I would have checked it again on Wednesday before the drill.

Hi-Fog.

We have ordered boxes for the release pin for the valves, these should be here any time.

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P. 3 OF 8

There is a list over all the people we have trained in releasing of the Hi-Fog, located in the controllroom and one on the bridge.

The valve for the system in the High Voltage room aft have not arrived yet. I understood from you that it was ordered.

The suction from Distillate tk 8.18/20 is closed, this because the sounding of the distillate tks will be misread if you have both suction's open at the same time.

Tender's/Lifeboat's/Anchor vinche's

The cylinder head on S/B engine tender # 2 have been changed due to broken valve spring's. The cylinder head will be sent ashore to Norse Diesel for overhauling.

On the forward lifting davit port side on tender # 1 there is an old crack in the velding, this need to be revelled.

On the forward davit for Lifeboat # 18 we did some strengthening on the davit due to some corrotion. All davit vinches exsept no. 11 have been checked and oil have been changed.

All the bearings on the tender davit have been changed, this is yearly coming up on the Amos-D system. The brake pad on S/B anchor winch forward have been changed. (Amos)

Osmose.

The two lower permator's on the osmose have been renewed, it seems that it is producing normal. After agreement with Kringstad we decided to wait with the other permator's until the conductivity rise higher.

Sprinkler System.

No major leaks, a couple of sprinkler head have been broken off. It looks like after we started with the inhibitor steh corrosion have stopped.

We had onboard Mr Woodland from Electrotest to check the galvanic corrotion. See the Separate report.

U.S.P.H.

They were here May 12 and the ship passed with 96 Point's.

They should not be back before October sometime. The new dosing unit's for the water bunker lines are installed and we are just waiting for Aleman to come and commission the systems. One is installed by the aft gangway and the other in the locker across from the Crew steward office. A new cancrusher for the Aluminum cans are on order from Intec, they are making a new improved model of the old one in stainless steel.

Refrigeration.

One of the provision compressors's are down due to leak condenser, new one on order.

A cleaning program need to be implemented for the aircond. coils, Hoyning was told to do this in December and we got a non-conformity on this from the Audit team and it need to be implemented.

Incinerator.

The Insenerator was stopped for a few days and a full overhauling was done, the bridges was renewed and a lot of blueram was used for cementing in the chamber.

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Ferrer is in charge of the incinerator.

The conveyer belt for the ash have been removed and a new ash collector have been made. The grinder is also removed. It is not decided what to do with the old conveyer belt so it is still sitting in the pipeshop.

HOTEL.

Bar's.

The cover on the liquor stand in the disco bar need to be renewed, usph recommendation. No other major thing's in the bar's.

Galley.

The usual maintenance here, we have two galley repairmen at the moment.

Provision.

The floor in the Ice-cream freezer is finished, the floor in the Cheese room is almost finished, we had to remove all the insulation there. The water was most likely condensation from the valve room in the middle. A new drain is made in the valve room. The doors in to the Fish preparation room arrived but was not correctly made, this have been sent back to Norse diesel to be readjusted. The aircurtain over the door have been repaired and is running.

Hotel/Lounge's

The usual leak's in the hotel area, no more than normal. Asbestos is still a hot Item and need to be monitored all the time. We have a new Hotel director and he is very easy to work with, I think we have a good relation with the hotel department at the moment.

Laundry.

One gear on the big flatwork ironer broke down, a new one was received and installed. New doors for the dryer's have arrived and some of them have been installed. Otherwise no big job's in the Laundry. No major things in the crew laundry either.

People.

Christian Nielsen have resigned, Ludvig Almklov is going to the Norwegian Dawn June 09. Ole Bjønnum have leave of Absence until further notice.

Pettersen have been promoted to 2.nd Engineer, two new engineers have arrived, 2.nd Benjaminsen and 3.rd. Olaussen, both of them seems ok but it is to early to make any comment. one more new one is coming, Mr Luning from Sweeden.

The reason for so many new faces is that since Cristian and Bjønnum resigned and Fosbo going over to the Environmental job, it was needed.

The new thing now is that Fosbo is not allowed to take the Environmental job anymore and he need to go back to his old position or to go to another job. Kongekf was promised Carsten's job but need to remain on duty. I do not Know what is going to happened with Carsten, so you just have to see what they decide.

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p. 5 of 8

There is a few of the Boys that want to transfer to motorship's, we just have to wait and see. The first in line is Carsten then it is Kolnes and Trond.

Michael Wennestrom is permanent 2.nd Ref. he is on vacation at the moment. A new Swede is coming instead of Ludvig.

All the vacation plan's are updated and sent to Hjartnes and Eli. I have done some adjustments on the next contract so the people that was here last Christmas will be home this one, hopefully we can spread them out some more next year.

We have got a oiler for the insulation, he is a former upholsterer and should be able to do a good job, as you know we need to renew a lot of the asbestos insulation so we need a extra man, he is also going to be used for other thing's. There is also a few new boys down there, one Indonesian oiler seems to be a hard worker and some new Engine Boys. We have a relive Elevator Tech. onboard for the moment, he will stay a few weeks and then Hjartnes have a new one coming from Miami??.

We are getting a new Jr. Electrician called Jacobsen on June 09.

According to Bersaas and Wiik it seems that the other Electricians are doing a very good job, I understand that Sverre had a problem with Vatne, according to Bersaas he is doing well and is easy to work with. The new Electronic Mr. Boetun is doing well and is an Experienced person and seems to go well together with Skarstein.

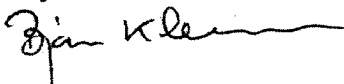
The Chief Electrician should use the Communicating officer for more Amos work and Housekeeping in their stores, this we have started and it seems to work well. I guess that Marian is going back to Repairman when Fernando comes back, I do not know what plan Damsgaard have with him.

The two newest Polish repairmen are according to Brandal very good, we had openings for them on the list and they are on the vacation plan.

If there is anything I have forgot to mention and you are wondering about, you can call me at home # [REDACTED]

Have a safe and good contract.

Best Regards
Bjarne Kleven



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6-20, LTSG, USC
p. 6 of 8

Change of Chief Engineer – Control Report

Safety	Yes	No
Main firefighting system inspected and found in working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
USPH procedures, equipment, records	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Dampers, smoke flaps and ventilation in good working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Emergency generator and emergency fire pump found in good working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lifeboats and tender engines tested and working satisfactorily	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Emergency plan reviewed and emergency alarm system found in order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Safety report up-to-date	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SCBA Compressor and smoke diving equipment found in order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
All steering equipment and indications tested and working satisfactorily	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Emergency compressor tested and working satisfactorily	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SEMS documentation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
AI fire detection and alarm systems inspected and found in good working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
All fixed and portable fire extinguishing system inspected and found in good working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
All ballast, cross/down flooding and emergency dewatering systems inspected and found in good working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
All Safety Convention requirements inspected and compiled with	<input type="checkbox"/>	<input type="checkbox"/>
Alarms, indicators and controls (remote, ECR, local, safety station) inspected and in good working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Management	<input type="checkbox"/>	<input type="checkbox"/>
Supplies of bunkers and lube oil sounded and in accordance with Statement in Engine Logbook and Engine Voyage Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Weekly Technical Reports reviewed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Engine Logbook up-to-date	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Engine budget reviewed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lub oil samples delivered shore side regularly	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Boiler water samples found in order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Drawing files and instruction books found in order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Continuous survey up-to-date	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Maintenance system up-to-date, including AMOS and critical equipment	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Spare parts inventory up-to-date	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Work hours/records in accordance with STCW	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Environmental records reviewed and in accordance with policy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parts ordered, CPAR, dry dock work lists reviewed (as applicable)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Engineer change, qualifications and training records reviewed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Chief Engineer's standing orders reviewed and agreed on	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Machinery spaces surface maintenance found in order, tidiness and cleanliness maintained	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Main Systems	<input type="checkbox"/>	<input type="checkbox"/>
Main propulsion systems and equipment in good working order	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Auxiliary systems and equipment in good working order	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Steam systems and equipment in good working order	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cold storage plant in good working order	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HVAC systems, air-condition plant, and fan rooms in good working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other auxiliary engines and pumps in good working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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October 12, 2001

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 Date: 12/15/01, 10:56 AM
 Page: 8 of 8

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Deck machinery in good working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Electric plant in good working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water systems inspected and in good working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Oil systems inspected and in good working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Communication systems inspected and in good working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ECR and bridge systems inspected and in good working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Environmental	<input type="checkbox"/>	<input type="checkbox"/>
Oil Record Book reviewed and in order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Bilge Water Processing System inspected and in order, including documentation and training	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Black and Gray Water System inspected and in good order	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Waste processing and disposal systems inspected and in good working order	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments See separate hand over notes./Spareparts on order/mMore cleaning needed in the engineroom/Boiler # 24 out of service due to changing of superheater/Mak 14 out of service due to lack of spareparts/One ref.Compressor out due to lack of sparepart/Cheese room still out of order due to renewal af flooring.

Relieved Chief Engineer
Relieving Chief Engineer

Bja KL

Records

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p. 8058*